THE STATE CAPITAL.

Discussion of the Constitutional Amendments.

SPECIAL LEGISLATION ACAIN.

Bill to Exempt, Women from Taxation.

CIVIL IMPRISONMENT BILL.

ALBANY, Peb. 12, 1874. Governor Hofman, during his term, appointed thirty-two commissioners to draw up a series of mendments to the State constitution, which, under the provisions of the constitution, were to submitted to two terms of the Legislature and finally given to the people to vote upon. They passed the last Legislature, and have already exercised the wisdom of this one to some extent.
Two of them were laid aside from the last day of debate in the Assembly. One was recommitted to the Judiciary Committee, owing to a clerical error relative to the exemption from mplain, the Black River and the Cayuga ca; and the other, giving power to the Governor to appoint the Attorney General, State Engineer and Surveyor, Superintendent of State as and Superintendent of Public Works, with the consent of the Senate, occupied a considerable

As the government of the State stands at the ment the Governor is a figurehead merely, and, though his veto is a weapon of some potency, yet, of later years, a measure backed by a powerful lobby finds a way of being lifted over the veto as though it never existed. From the lobby point of view the veto is looked upon simply as a pulsance, not as an insuperable obstruction to the passage of a bill. It involves a greater expenditure of money and that is "all." Alvord, who is king pin of the Assembly, and has been variously dubbed from time to time, "the Onondaga Giant," "Old Salt," &c., made a reasonable plea for granting additional power to the Executive head of the State. The other sections of the amendment, that the Treasurer shall be chosen by the Senate and Assembly on joint ballot, to hold his office for three years; that the Lieutenant Governor, Comptroller, Secretary of State, At torney General, Treasurer and State Engineer be the Commissioners of the Land missioner be abolished, were severally treated and urged by the member from Onondaga proper and much needed amendments contended by Mr. Spencer that the amendment threw too much power into the bands of one man, and the section creating a Superintendent of Public Works was declared especially objectionole and as giving a chance to bring into existence

ANOTHER CHARACTER AS BOSS TWEED, for the Superintendent could hold his office forever. as there is no provision in the section for the length of his term of office or the manner of his removal. ssrs. Weed, Bostwick and Prince took part in the debate, and finally the discussion went over till to-morrow. The likelihood is the amendment will pass as it stands.

The people will hardly object to that which increases the pay of members of the Legislature. So long as members are allowed only \$3 a day the devil will be around with all manner of temptations and the people themselves will be

tions and the people themselves will be to blame for sending their representatives here on starvation prices. Pay the legislator at least enough to reimburse him for his expenses, and he will have less motive to justily him in seeking to clutch the gold of the lobby.

BLARNEY FOR THE WORKINGMAN.

The Senate is just as much given to airing its eloquence as the Assembly. A resolution offered to-day by Senator Jacobs, pledging the Legislature to pass an appropriation of \$100,000 some time in the session, so as to permit the work on the Capitol building to proceed, made an excellent opening to reach the susceptibilities of the workingmen, and every Senator who is a professional taker availed himself of it and got placed on record as "the friend" of the workingman, and every Senator who is a professional taker availed himself of it and got placed on record as "the friend" of the workingman, and, of course, the resolution passed.

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Tou know very little of the canals and the Canal Board in New York city, and, in truth, the greater part of the State is in almost the same blissul state of ignorance about either. The ring in whose hands the canals have been from the day of their inception have hedged in their operations so securely that up to this time nobody has been able to penetrate the mystery of their management. The canals have been an enormous scandai from the beginning, and they have yielded an incalculable revenue to the thieves who took them in charge. The people of the State have been robbed, right and left to carry them on; and, perhaps, one of the worst amendments to the constitution, in the series which alter a while will be submitted to the people, is that which prohibits these canals from being soid to the highest bidder. To-day there was a long discussion in the Senate over a concurrent resolution called from the table and recommending the Canal Board to accept the toll list of 1873 for the present year. It proposes a reduction from the scale of charges of the previous year, but it occurred to the minds of some Senators that the reduction might seriously duminish the revenue and render these aqueous highways unprofitable to their managers. The resolution was finally laid over.

Mr. Colahan, of Kings, introduced an important bill in the Assembly repealing all laws of the State authorizing arrest and bail or imprisonment as a provisional remedy in civil actions. Its operation, however, would not be retrospective or affect causes already entered on or accruing within six months from its passage. Another leature of the bill is that in case of imprisonment for contempt for any period the prisoner has a right of appeal within the remainder of this sentence, and the latter to inquire into its merits. If the imprisonment is the alternative of non-

revision of lacts, either by the Judge who sentenced him or another. In this case the former would have a right to annul the remainder of his sentence, and the latter to inquire into its merits. If the imprisonment is the alternative of non-payment of fine the prisoner has a right, within twenty-four hours, to claim an examination on oath as to whether he is possessed of sufficient property to meet the fine.

Mr. Berri, of Kings, whose heart has yielded to the tender pressure of the women's rights women, introduced a bill to-day in the Assembly exempting from taxation all the real and personal property of all women who are or may hereafter become residents of this State. The implied conditions for staving off this threatened deduction from the State revenue is to grant the right of representation, and, of course, of suffrage, to the women. This dire alternative was presented by the women a short time ago before the Judiciary Committee.

THE CENTENNIAL COMMISSIONERS

the women a short time ago before the Judiciary Committee.

THE CENTENNIAL COMMISSIONERS
will have to go to Philadelphia with their pocketbooks lined with their own greenbacks. They are
at liberty to use their railroad passes, but hotel
bills, drinks, &c., must not on such a pairiotic
occasion be charged to the State Treasury. The
Senate to-day decided so, and agreed to the resolution passed yesterday by the Assembly.

Special legislation has been the bane of this
State, and though the amendment to article 3 of
the constitution has been passed already twice
by both houses, forbidding the passage of any
private or local bills, yet this morning we were
again favored by Mr. Beebe, of Sullivan county,
with an argument in favor of a charter for a
private institution which files directly in the face
of the amendment aiready agreed to. A general
law can be found to cover all these applications
for special legislative favors, and should Mr. Beebe
succeed in his measure the door will be thrown
wide open again for the admission of other bills of
a like character.

There was a should Mr. Beebe

wide open again for the admission of other bills of a like character.

There is a great deal of time consumed to no purpose by discussions on subjects which are of no intrinsic consequence. Members will insist on airing their mushy rhetoric, and the quantity of latent oratory in the Assembly must be great, for at every opportunity it bursts forth like the liberated waters of a mildam. The younger members, who have come here for the first time, appear to consider the Assembly a sort of debating school, where they may practise the graces of oratory for higher fields of display.

THE STREET CLEANING BILL.

The Scavengers bill, which proposes to take from the Mayor of New York has power to license scavengers and transfer that power to the Board of Health, was considered before the Assembly Committee on Cities this afternoon. Austin Leake argued in favor of the bill, saving he lived in a street through which many of the scavengers' cartispassed, and the people of New York have experienced great a upoyance from the careless manner of carrying the fifth in woodel, carts. This bill proposes that froi, or copper tanks be used. Connection which many people that he present law after only one year's trial. Assemblyman Blumenthal and many poor people had been imposed into the

an odo" sess company in New York. The people are sat saied with the present management, which was " saier the control of the Mayor.

The Emigrany Hrad money.

Accommutate on Commerce and Navigation of each House held a joint meeting this evening to sear the steamsup companies' representatives in prairies from 150 to \$2. Messrs. Hurst, Daie & Scawabe represented the fourteen lines of steamers sating out of the port of New York, and bad Mr. Abram Wakeman for counsel. The commissioners of Emigration present were Messrs. Lynch, Kanimann, Starr. Deforest and Huriburt, besides the Superintendent of this Garden, Ed. Webster, and the ex Superintendent. Bernard casseriy. Mr. Schwabe read a long memorial protesting against the proposed increase, and asserting that if the steamship lines had not reduced their passage rates, subsequent to the reduction of the head money three years ago, they had given increased comisort and accommodation to the emigrants. It argued that enough burdens were now placed upon the steamship companies in the stape of pilotage, haroor fees, whar age rates, &c., without adding any more. Statistics were read to show that one-third of the whole amount of money pado to the Commissioners of Emigration is consumed in the payrol, and that sums of money are appropriated to other purposes than the law demands—namely, "the maintenance and support of the emigrant." It further dwelt upon the evil consequences to the port of New York of laying any additional embarrassment on the steamship lines and driving them to seek other ports in preference.

Mr. Wakeman made an address sustaining the

on the steams.inp lines and driving them to seek other ports in preference.

Mr. Wakeman made an address sustaining the memorial, and Mr. Kaufmann, for the Commissioners, replied that the comparisons shown in the memorial between the expenses of the Commission in past years and at present ignored the lact that all necessaries of life, prices of labor. &c., have more than doubled in the meantime, and that the dencetage of which the Commission now complained was caused by no extravagance in the management, but was the legitimate result of the increased magnitude of the emigration and the enhanced price of everything.

There were also heard before the committee, in opposition to the bill advocated by Mr. George W. Blunt, visiting with fine those steam tugs that are in the habit of

Elunt, visiting with fine those steam tugs that are in the habit of DUMPING ASHES INTO THE HARBOR of New York, obstructing navigation, several owners of tug boats who measted that they had no other resources than to dump their asnes and cinders in the harbor and demanded that Mr. Blunt should provide them with scows moored in the North River to save them from the necessity of throwing their ashes in the waters of the harbor.

The Assembly, in Committee of the Whole, at its evening session, discussed the appropriation bill, and, as usual, came to a hat on the appropriation for State academies. As a flavor of sectarianism hangs around this special part of the bill a discussion was naturally expected. The committee finally rose, reported progress and asked leave to sit again. The committee on rairoans of the Assembly had the projectors of the Greenwich Street Railroad before them this evening, arguing in favor of the bill to extend the track so as to beit and griairon the city of New York. Next Thursday was appointed to hear parties in opposition.

PETER COOPER.

His Reception by the Areadian Club. name will long be remembered in connection with last night tendered a reception by the Arcadian Club on the occasion of the anniversary of his eighty-third birthday. The ciub house, which was appropriately decorated, was thronged shortly aiter eight o'clock with distinguished represents tives of all the professions, and the event was altogether one of the most brilliant and successiul ever given under the auspices of the club. President Barnard (Columbia College), Judge Charles P. Daly, Demetrius N. Battasi, Greek Con-Charles P. Daiy, Demetrius N. Battasi, Greek Consul; Charles Mall, Belgian Consul; Rev. Dr. McCosh, President Eliiott (Harvard), Judge Woodfun, Kev. Father Quinn, Vicar General; Kev. Father Farrell, Rev. Dr. E. P. Rogers, Erastus Brooks, Kev. Thomas Armitage, William Cullen Bryant, Judge Biatchiord, Henry Bergh, William J. Florence, Professor Botta, Kev. Howard Crosty, George W. Curtis, Rev. Dr. Chapin, J. H. Choate, Dr. T. C. Chalmers, Ezra B. Cornell, Professor Chandler, H. B. Claffin, Henry Grinnell, W. E. Dodge, Dr. Doremus, Major General Rulus, Professor Drisier, Dr. J. G. Holland, Whitelaw Reid, William Orton, Judge Davis, Baron Slowe, Moses Taylor and others. feesor Drisier, Dr. J. G. Holland, Whiteiaw Reid, William Orton, Judge Davis, Baron Slowe, Moses Taylor and others.

Mr. Aigernon S. Sullivan delivered an address introducing Mr. Cooper, in the course of which he hearthly welcomed him, and finally presented him to Mr. Stebbins, the President of the Arcaudam Club, who made a lengthy speech, referring in detail to the many useful and benevoient sets of Mr. Cooper's life, dwelling particularly on the good results which had arisen from the institution which now bore his hame. In response Mr. Cooper expressed his heartielt gratification and thanks for the reception, observing that the consciousness of having done good to his fellow man was sufficient reward for all ne had accomplished in the cause of science and art in this city. An ode, written for the occasion by Mrs. Mary B. Dodge, was read by Mr. Charles Roberts, which was followed by a congratulatory address by pupils and graduates of Cooper institute. Their art contributions, which were exhibited at the club, attracted much attention; but the most prominent leature was an admitable painting of Mr. Cooper himself. Several ediogistic addresses having been delivered, the guests were entertained with an excellent programme of music by Messrs. Millard, J. R. Thomas, W. H. Sweet, W. H. Davis, F. Steins, George W. Colby and E. Agramonte, and subsequently at a collation. The reception was altogether a worthy and successful trioute to the history of the program of the country of the program of the program of the country of the program of the country of the program of the progra

COMPLICATED BOND TRANSACTION .-

The Warren County, Ill., Issue of Bonds Alleged to be Illegal-Decision of Judge Drummond.

CHICAGO, Ill., Feb. 12, 1874. In the United States Circuit Court Judge Drummond has overruled the demurrer to the replication in the Warren county bond cases. The suits are of involved, but as presenting a new phase of the liability of towns and counties on their bonds issued in aid of the building of railways. The cases involved the legality or \$200,000 bonds of the county of Warren in aid of the Rockford, Rock Island and St. Louis Railroad Company. Before the bonds were issued, certain taxpayers field a bill in Chancery in the Circuit Court of that county to chiom the Board of Supervisors from issuing the bonds, alleging that not sufficient notice of the election at which the bonds were voted had been given, and that the county officers had acted collisively with the railway company in issuing the bonds. Upon a hearing the injunction was dissolved by the Circuit Court on the 23d of January, 1811. Two days after their bonds were issued and registered in the State Auditor's office, and were subsequently put on the market and sold. After the dissolution of the injunction and the issue of the bonds the complainant appealed to the Supreme Court of the State, where the decree of the Circuit Court was jeversed and the bonds declared to be unauthorized and void. Thereupon the tax, ayers filed a second bill, making as new parties defendant the unknown owners of the bonds and asking for a like decree as in the first chancery suit, which second bill is still pending. St. Louis Railroad Company. Before the bonds

owners of the bonds and asking for a like decree as in the first chancery suit, which second bill is still pending.

The Portsmouth Savings Bank of New Hampsurre and Augustus T. Post, of New York, having purchased the bonds in question in open market, without any actual notice of the pendency of the chancery proceedings in the State courts, commenced the present saits for the recovery of the unpaid interest coupons in July last. The county pleads the adjudication of the State Supreme Court declaring the bonds invalid in bar, and insists that the pendency of the chancery proceedings was notice to the purchasers of the bonds. To their pleas the plaintiffs filed replications setting up that they are bond no actual notice of the pendency of chancery suits nor any notice that the bonds were invalid. The county demurred to the replications, claiming that the pendency of the suit was notice. It is this demurrer which Judge Drummond overruled, holding that the doctrine of tis pendens does not apply to commercial paper, and also in effect reamirming the principle that whenever there is a statute authorizing a municipality to issue bonds, and it does issue them, they are not liable to be impeached in the hands of a bond side purchaser. The above ruling was in pursuance of the case of Oliott vs. Supervisors of Fond du Lac county, in 16 Wallace. In that case the question of its pendens was involved, but the Supreme Court of the United States, on affirming the validity of the bonds, did not refer to this question in any manner. Judge Drummond on this point is understood to have differed from the ruling in the case above referred to, but feels bound to Iollow its decision. The present case will shortly be tried on the facts, and the defendants will be allowed to bring up this disputed point on this motion for a new trial.

DESTRUCTIVE PIRE IN NEWARK LAST

NIGHT. Between nine and ten o'clock last night a fire broke out in the rubber cloth factory of Peter Righter, in Jackson street, Newark, and, although the firemen were promptly on hand, the largest part of the extensive frame building, owing to the ndammable character of the materials in the place, infammable character of the materials in the place, was soon reduced to ashes. It could not be ascertained last night what the actual loss was, but the estimate is from \$15,000 to \$20,000, none of which is covered by insurance, as the place was such that insurance companies refused to insure it. This is the fourth time Mr. Righter has suffered in the same way within a short time. He has many enemies among the thieving fraternity, and it is believed that incendiarism was the cause.

FIRE IN WILLIAMSBURG.

At about two o'clock yesterday morning the At about two o'clock yesterday morning the grocery and provision store, No. 386 Bond street, Williamsburg, occupied by Louis Tevens, was discovered to be on fire, caused by an overheated st. vepipe coming in contact with a wooden partition. The stock and furniture of Mr. Tevens was damaged \$900; insured in the Safeguard and National insurance Companies. The building, which is owned by Marx May, was damaged about \$500; fully insured.

THE FIRE AT BANGOR

BANGOR, Me., Peb. 12, 1874. The fire in the European and North American Railway Company's brick block on Exchange street last night burned off the roof and gutted the building down to the second floor. The offices of Superintendent Angell, Engineers Histon, Palmer and Johnson, and several others in the second

and oils, and had machinery damaged \$2,000 to \$3,000.

The building was owned by the European and North American Railway Company, and was insured for \$10,000 in the North British and Mercantile Insurance Company, which will nearly cover their loss. The night was extremely cold, and many of the firemen troze their teet, hands and laces. Several were budly injured by the fail of a heavy wooden gutter.

A BUFFALO WIFE MURDEREB ON TRIAL.

BUFFALO, N. Y., Feb. 12, 1874. The trial of Michael McKeon, civil engineer, for the murder of his wife, occupied the Superior Court all day. The principal witness for the prose-

SHIPPING NEWS.

OCEAN STEAMSHIPS.

DATES OF DEPARTURE FROM NEW YORK FOR THE

Steamer.	Sa	ila	Hamburz	
3 Duringia	Feb	12		
Canada				
Australia	Feb.	14	Glaszow	7 Bowling Green
Hecia	Feb	14	Liverpool	4 bowling Greet
City of New You	rk Feb.	14	Liverpool	15 Broadway.
Oceame	. Peb.	14	Liverpool	19 Broadway
Hermann	.treb.	14	Bremen	12 Bow ing Green
Wisconsin	Fah	17.	Liverpool	124 Broadway
Alearte	Feb	18.	Liverpool	& Bowing Green
Caladonia	Feb	19.	Glasgow	7 Bowling Green
Pommerania	Feh	19	Hambore	fil Broadway
Republic	Feb	51	Livernool	19 Broadway.
Hance	Feb			2 Bowling Greet
Ethiopia	Feb.	21	Gleanow	7 Bowling Green
City of Antwerp				15 broadway
Egypt				69 Broad way.
Marathon				& Bowing Greet
St. of Penns'iv's		91	Ginegow	72 Broadway
Europe		91	Harre	58 Broadway
Europe	Feb.			113 Broadway.
Schiller	Feb.			2 Broadway
Nevada	reb.			& Bowling Green
Russia	Feb.	ed	Haverboot	Downing Greek
Hoisatis	ren	an.,	namourg	101 Frond WAY
Weser	reb.	40.00	Dremen	12 Bowling Green

Almanac for New York-This Day.

SUN AND MOON.		HIGH WATER				
Sun rises	6 57	Gov. Islandeve	5			
Sun sets	5 32	Sandy Hook eve				
Moon rises morn	4 54	Hell Gate eve	7			

PORT OF NEW YORK, FEB. 12, 1874.

Steamship Gaelic (Br), Jennings, Liverpool via Queenstown—R J Cortis,
Steamship Thuringia (NG), Meyer, Hamburg—Kunhardt Steamship City of Havana, Phillips, Havana-F Alexandre & Sons. hip Gen Barnes, Cheeseman, Savannah-W R Garrison. Steamship Georgia, Tribon, Charleston—J W Quin-Steamship Georgia, Thoon, Charles City Point and & Co.
Steamship Isaac Bell, Blakeman, Norfolk, City Point and Richmond—Old Dominion Steamship Co.
Steamship Chesapeake, Johnson, Portland—J F Ames.
Steamship Chesapeake, Johnson, Portland—J F Ames. Steamshin Co.
Steamshin Chesapeake, Johnson, Portland—J F Ames.
Steamshin Gen Whitney, Hallett, Aosion—B F Dimock,
Ship Helen Chinton, Blanchard, New Orleans—K H
Drummond & Co.
Bark Maytlower, Lantare, Barbados—H Trowbridge's
ons.

Brig Egerateia (Br), Nairn, Anjler for orders—Vernon H Brown & Co. Advance (Br), Foster, St John, NB-D R De Wolf chr Wm G Kelly, Morrell, Nortolk-Isaac R Staples, chr Paugussett, Ingersoil, Philadelphia-Siaght &

Schr Edwin, Ingersoll, Philadelphia-Slaght & Petty. Schr Harry & Ned, Cattell, Providence-H W Jackson oop R M Johnson, Gordon, New Haven-Rackett &

REPORTED BY THE HERALD STRAM YAOHTS AND HERALD WHITESTONE TELEGRAPH LINE. Steamship Caledonia (Br), Sidev, Glasgow Jan 28, and Moville 29th, with malse and passengers to Henderson

Steamship City of New York, Story, Nasyow Alla X, and Moville 29th, with make and passengers to Henderson Bros.

*teamship Etna (Br), Drakeford, Santa Martha Jan 28, Savanilla 31st and Kingston Feb 4, with make and passengers to Fim. Forwood & Co. Feb 5, 20 miles north of Morant Point, passed steamship Atlanta (Sec. 1988) and Morant Point, passed steamship Atlanta (Sec. 1988) and Morant Point, passed steamship Atlanta (Sec. 1988) and Shipping Large (Sec. 1988) and Shipping Large quantities of water, gale continued with great violence until midnight 10th.

Steamship Cleopatra, Mankin, Vera Cruz Jan 31, Progreso Feb 2 and thayana 6th with make and passengers to F Alexandre & Sons. Feb 7, 20 miles south of Jupiter, passed ship -awanah, from New Orleans for Havre, aif well: 9th, 4 AM, Jas Houlahan, coal passer, was instantly killed by a heavy sea which boarded the ship, it blowing a heavy gale at the time: brought the body home for burist; 11th, 9 AM, passed a monitor and frigate, bound S. Had heavy weather since leaving Havana. Steamship City of New York, Deaken, Havana Feb 7, 6 PM, with make and passengers to F Alexandre & Sons. Stannish City of New York, Deaken, Havana Feb 7, 6 PM, with make and passengers to F Alexandre & Sons. Stannish Ph. 120 PM, lat 30 50, lon 79 33, spoke schr Carrie & Woodbury, of Bangor, trom Cardenas for Philadelphia, ahe having been dismasted night of 8th; lowered the lifeboat to render them assistance to leave the vessel; they stated that they would not leave, as the vessel was perfectly light, and would stand it out that night (see Disasters).

perfectly hight, and would stand it out that hight (see Disasters). Montgomery, Faircloth, Savannah Feb 7. Steamship Montgomery, Faircloth, Savannah Feb 9. L. Speck, seaman, feil overboard and was drowned; as it was blowing a hurricane at the time it was impossible to save him.

Steamship San Salvador, Nickerson, Savannah Feb 7. With mdse and bassengers to W R Garrison.

Steamship Wyanoke, Couch, Richmond, City Point and Nortolk, with indee and passengers to the old Dominion Steamship Co.

Steamship Albemarle, Kelly, Norfolk and Portsmouth, with indee and passengers to the Old Dominion Steamship Co.

The bark American Lloyds, Park, from Buenos Ayres, which arrived 10th unst, reports was to the northward of Baregat twice and was blown off by beavy h W gales Jan S. off rernambuco, spoke ship General Butler, from Baltimore for San Francisco.

Passed Through Hell Gate.

BOUND SOUTH.

Steamship Tillie, Bailey, New London for New York, with mdse and oassencers.

Schr Peacedale, Caswell, Narragansett Pier for New Schr Peacedale, Caswell, Narragansett Pier for New York. Fehr Nathaniel Holmes, Smith, Providence for New York.

BOUND EAST. Steamship Gen Whitney, Hallett, New York for Boston Steamship Warnsutta, Fish, New York for New Bedtor 1 Schr Favorite (Br), Jenkins, New York for Cornwallis

Schr Henry Dobbin, New York for Boston. Schr Dart, Williams, New York for Stamford. Steamer United States, Davis, New York for Fall Steamer United States, Davis, New York for Fall Steam. Steamer Electra, Shiriey, New York for Providence.

SAILED.

Steamships Gaelle (Br), for Liverpool; Thuringia (Ger), Hamburg; City of Havana, Havana; Gen Barnes, Savannah; Georgia, Charleston; Isaac Beil, Richmod, &c; Albemarle, Norfolk; Ship Marianne Nottebohm, San Francisco; barks Nymphen (Nor), Cork or Falmouth; Atherto (Ital), do or do; Nuovo Emilia Celestina (Ital), dibraltar; brigs Alico (Br), Kingston, Ja; Faustina, Havana; Wm Mallory, Jr, Galveston.

Wind at sunset E, night.

Marine Disasters. STEARSHIP MORRO CASTLE, MORTON, from Havana for New York, which put into Charleston Feb II, short of coal, experienced a fearul gale cast of Frying Pan Shoals on the 8th and 9th, during which lost deckload and damaged her machinery.

STEARSHIP JURIATA, Catharine, from Philadelphia, at Havana 12th inst, encountered a hurricane and was compelled to heave to for nine hours. During the gale the cargo shifted and a large portion was broken pefore it could be secured.

could be secured.

Sur Quous (Br), Murphy, which sailed from San Prancisco Dec 18 for Queenstown, with a cargo of wheat, was towed into the former port night of Feb II. The Quorn encountered gales which tore away a portion of her sails and rigging, threw the ship on her beam ends and sprung all the knee braces torward. The ship finally righted and it was found that she was leaking all the time. The sails of the ship of the

BARE SAILOR PRINCE (Br). Parker, from Havana for Falmouth, is reported by cable to be a total wreck at Crookhaven. [The 8 P cleared at Havana Jan 2, with a cargo of 2850 boxes sugar. She registered 460 tons, and was built in 1862 at 81 John, NJ, whence she halled.]

BARK VICTOR (Rus), from Inswich, which was ashore at smith's Point, in the Chesapeake, and after getting off was taken to Baltimore, is now lying sunk in shallow water on the Spring Garden flats, near the city. The wasel, which is an old one, has been badly strained in the efforts required to pull her off, and a cable telegram has been sent to her owners, in Abo, Finland, asking whether they wish to have her rebuilt or sold.

BARK ANNE BURKEL (Br), Blauvelt (before reported), while lying at Tybee awaiting orders, went ashore Feb 8, where she remained on the 9th. The vessel was not in a dangerous position however, and would be gotten off as soon as the weather moderated sufficiently for the tugs to work at her.

SCHR W II PHARE, Edwards, from Maracalbo for New York, which put into Charleston Jan 29 in distress, sailed for destination Feb 12, having made the necessary

leck.

Schr Queen of the South, from Mobile for Boston, be the reported lost at Watchaprione, Va: had a cargo Rio bales of cotton, ISO hales of which has been saved good condition. Her cargo was consigned principally the stark, Amoskeag and Pemberton mills, and was it sired for \$103,000, as follows:—American, of Bosto \$20,000; Mercantile, of Boston, \$20,000; Boviston, of Boston, \$3000; Washinston, of Boston, \$3000; Delawa Mutual, of Philadelphia, \$13,000; New York Mutual, New York, \$13,000; Insurance Company, North Ameron, of Philadelphia, \$21,000. [The Queen of the South was a three masted schooner of 421 tons, built at Bridgiot, Coun, in 1836, and owned in New York.] Some Henry H Pirrs, Fletcher, which arrived a Kingston, Ja, Jan 22, from New York, was in a leak condition, having met with a severe gale on the voyagiout. A survey was held on Jan 30 in the presence of several capitains, when it was recommended that the vessel should receive two new masts and go under repairs. She will, after repairing, proceed to Campeachy (Mexico).

(Mexico).

Scan Linda, Cox. at Kingston, Ja. Jan 31 from New Or leans, reports that on the 16th ult had a very sever gale, in which lost sails and received other damage had to put into Grand Cayman on the 24th for repairs left on 26th ult, and lost anchor, &c.

HALIPAX, NS, Feb 12—Capt Jollymore, of the schr C Graham, from Lunenburg on the 5th inst, reports having passed a vessel bottom up. in lat 22 26 and lor 64 68 W. The vessel was copper fastened and is supposed to have been about 30 tons burden. LITTLE CONTROL, Mass, Feb II—An effort to float the schr Chief, by means of digging a channel from the vessel to the water, has thus far proved unavailing, and it is believed that no further effort will be made for the present.

PORTSECTH, NH. Feb 11—Schr The Star, Clark, from St John, NB, for Boston, ran ashore this morning on Odiorne's Point.

Miscellaneous.

We are under obligations to Purser A K Codv. of the steamship Cleopatra, from Vera Cruz and Havana, for the

Eastront, Feb 10—A despatch just received here from Cardiff, Wales, reports the death by drowning of Capt Robt Wilson, a well-known shipmaster of this place.

Notice to Mariners.

PLASHING LIGHT AND STRAW FOR SIGNAL ON KAST BROTHER ISLAND, OFF FOINT EAN PABLO, IN THE STRAINS OF SAN PARSON SAN PLANSISCO AND SAN PARSON PARSON SAN PARSON PARSON SAN PARSON PARSO nel, and will show white flashes at litervals of solids.

The tower is square, of wood, and is attached to the keeper's dwelling, which is also of wood.

The focal plane is 3% feet above the base of the building, and 62% feet above the mean level of low water. In clear weather, the eye being elevated 15 feet above the water, the light should be seen at a distance of 13% nautical miles.

The done of the lantern is painted red, the remainder of the structure of a light buil color.

The geographical position of the light, derived from the Coast Survey, is as follows:—Lat, 37 57 38 N; long, 122 26 018.

The Recognition of the Coast Survey, is as follows:—Lab.

122 26 01 W.

Magnetic variation in Sept, 1873, 16 24 F.

The following are the compass bearings and distances in nautical miles of prominent objects:—Penole Point, NE by N & N, distant 4 and 3-10 miles.

Point San Pablo, NE & E. distant 3-10 or a mile.

East tangent to Red Rock, Sby R & K, distant 2 miles.

West tangent to Outer Castro Rock, SE & S, distant 2 miles.

miles.
West tangent Southampton Shoal, SE by S ½ S, distant
3 and 3-10 miles.
Wharf at Sau Quentin SW, distant 2 and 4-10 miles.
The Siners, Eastern Rock, NW by N ½ N, distant 1 and The Sisters, Eastern stock, and by Albanica. A 10-inch stesm fog signal is being placed on the island, at its eastern end, 160 feet from the lighthouse, and the machinery will be contained in a small wooden building, painted the same light buff color as the lighthouse teeper's dwelling.

Due notice will be given of the commencement of this

Whalemen. Schr Agate. Atkins, salled from Provincetown Feb 9 for West indies, humpbacking.
Touched at Norioli Island Oct9, barks Merlin, Thomas, NS, 300 bbis sp oil; 10th, Hunter, Holt, do, oil not reported. Nor II, and had taken 400 bbis hpbk ol the last season: all well. She would be at the Bay of Islands again in March.

A letter from Capt Fuller, of ship Young Phœnix, of NB, reports her at Albany, NH, Dec 2, with 115 bbis sp and 48 do wh oil, all told. Abram Lincoln, a colored man and one of the original crew, died on board the ship Auc 3, and Samuel Johnson, a native of Reunion Island, Indian Ocean, died of consumption Oct 15. There had been several cases of sourcy on board, but all had recovered.

Brig Maggie Vail (Br), from Clenfuegos for Boston, Fet 11, off Absecom (by pilot boat Washington, No 22).

NOTICE TO MERCHANTS AND SHIP CAPTAINS.

formed that by telegraphing to the HERALD London Bureau, No. 46 Fleet street, the arrivals at and departtry free of charge and published.

OUR CABLE SHIPPING NEWS.

TELEGRAM TO THE NEW YORK HERALD.

Effects of the Gale on the Irish Coast-Italian Bark Polcinella Sunk and Only One Man Saved-German Bark Her-Lost-British Bark Cronstadt Aground-American Schooner Hartstene Ashore-LONDON, Feb 12, 1874.

STORM ON THE IRISH COAST.

The gale which prevailed yesterday off the southwest

BARK SUNK AND ONLY ONE OF THE CREW SAVED. Bark Pulcinella (Ital), Lauro, from New York for Bris-tol, went ashore yesterday at Castle Townsend, Ireland, and sunk. Only one of the crew saved. [The Phad on board a cargo of 18,842 bushels of wheat, was built at Sorrento in 1886, registered 408 tons, and halled from

The German bark Hercules has been wrecked, and eleven of the crew perished.

BARK AGROUND. Bark Cronstadt (Br), Armstrong, from New York Jan 17 for Liverpool, is aground at Baitimore, Ireland.

SCHOONER ASHORE. SCHOONER ASHORE.

Schr Hartstene, Dunham, from Liverpool via Beaumaris for Tybee, went ashore yesterday on the Irish coast, off Ballycotton, but will probably be got off with-

Arrived at Liverpool Feb 12, ship Golden Fleece (Br), Sun, New York.

Arrived at Hull Feb 12, bark Jason (Ger), Bartels.

Montreal (Br), Mirehouse, New York for Liverpool.

Arrived at Moville Feb 12, steamship Scandinavian
(Br), Smith, Portland for Liverpool. Arrived at Amsterdam Feb II, bark Bessie Parker

Arrived at Palermo, bark Calcutta (Ital), Gargiulo, New York.

Arrived at Cape Town, CGH, bark Lile (Br), Guswell, Arrived at - Feb 12, "Bogara," from the United

Sailed from Liverpool Feb 11, barks Carrier Dove (Br), Sauders, Baltimore (not as before reported); Adelheid (Ger), for do: Vallejo (Br), Thompson, San Francisco; also the Sondrenorge, for Philadelphia.
Also salied 11th. ship Rowantree (Br), Cunningham, United States; bark Turku (Rus), Berkman, do.

Ramin, New York.
Sailed from Helvoet Feb 10, bark Von der Lube Rholstorff (Ger), Plagemann, United States.
Salies from Havre Feb 10, ship Mary E Riggs, Samp-

The street is the street of th

New York; Ocean Carl, Nordby, une; Henry H Pitts, Pittner, for New York: Gen Futnam, Webster, for Caymanas.

Misatiflan, Jan 10—In port brig Ramirez, Barnard, from Kingston, Ja., 183 arrived, bark Addie McAdam, Partridge, Havre, brigs Caprera, Blanchard, Havana, Maraxas, Jan Si—Arrived, bark Addie McAdam, Partridge, Havre, brigs Caprera, Blanchard, Havana, Partridge, Havre, brigs Caprera, Blanchard, Havana, Partridge, Havre, brigs Caprera, Blanchard, Havana, Partridge, Harve, Brigs, Cardenas; Iris (Br), St. John, NB, schr Ariposa, Ellis, Cardenas; Iris (Br), St. John, NB, schr Chas & Faire, Grace, Philadelphia; Feb I, bark Linga Stewart, Stinchfield, Brunswick, Ga; brigs Manson, Ellis, New York and sailed 4th for Cardenas Gazelle, Smail, do; Alice M Br), Sichardson, Savannah Sehrs Almon Bird, Dinkwater, Baithnere; Emily Qurlis, Barker, and Albert L Burler, Cardenas, 24 Derks, New York, Schr Louisa, Brisall, John Hart, Stork, Stork, Louisa, Brisallor, Allendan, Johnson, Stork, Stork, Louisa, Meminan, Boston, Schrad, Misson, Husten, New York, Schrad, Gruden, Wilson, Husten, New York, Meriman Gruder, Phelan, Philadelphia; Freddie C Kbbest (Hr), Vest, Sailed Feb I, Drigs Harmony (Br), Willingale, and Ortolan, Phelan, Philadelphia; Freddie C Kbbest (Hr), Vest, Inorth of Hatteras; schr Emerson Rokes, Marston, Baltimore; 3d, bark Fannie if Loring, Loring, New York; Schrad, Plack, Staples, Queenstown; S V Nichols (Br), Chase, Baltimore.

St Pizere, Mart, Jan 22—In port schr L O French, for New York.

nique, Dec 28- ailed, ship San Carlos, John

Notice is hereby given of the erection of a day beacon at a point 3 test above low water mark, on Harding's Ledge, entrance to Boston harbor. The beacon is a wrought iron shaft, is inches in diameter at bottom and 5 inches diameter at the top. The top of the shart is 3½ feet above the tedge, and bears aday mark, which is a cast tron ring or wheel, 4 feet in diameter, set horizon ally, with 12 wooden pendants, 5 feet in length, attached to the run. The shaft and day mark are painted black. The bearings by compass and distances in nautical miles of prominent objects are as follows:—

Point Allerton Bar buoy bears NW by W, distant 1½ miles. Hoston Lighthouse Board, Washington, DC, Jan 31, 1874.

Whalemen.

Whalemen.

Angler, Staples, Queenstown; S V Nichols [87], Chase, Baitimore. Baitimore.

Sw Mannis, Jan 18—In port, bark John Mathues (Br), Roberts, for Boston in 3 days. Roston Jan 14 day mark are painted black. The bearings by compass and distances in nautical miles of prominent objects are as follows:—

Point Allerton Bar buoy bears NW by W, distant 1½ miles. Hoston Lighthouse Board. JOSEPH HENRY, Chairman. Treasury Department, Office Lighthouse Board, Washington, DC, Jan 31, 1874.

Whalemen. ST Jago, Jan 23-Arrived, schr Addle r Avery, nyau, New York.

St Pikrie (Miquelon). Feb 1-In port schrs Rattler, Mary M. Charles Shearer. Charles C Warren, Carrie St Doyle, Mary L Dennis, Col. Elisworth, and Grace B Hadley, all of Gloucester, and Chas A Ropes, of Salem, loaded with herring and ready to return.

Takin Bay. CG:1, Dec 16-In port bark Alwine (Ger); Schwade, New York (Ger), Dec 16-In port bark Umon. Call, New York; Sch Yernal, Gook, for do.

Thindad, Feb 3-Arrived, brig Julia Lingley (Br), Jones, Cienfuegos; schr Mary Cobb, Humphrey, New York. Jones, Cleniucgos, Feb. 1—Sailed, bark W O Parke (Haw), Victoria, VI, Feb 1—Sailed, bark W O Parke (Haw), Rivera, Acapulco. American Ports.

BOSTON, Feb 12—Arrived, US steamer Verbena, Giblos, Vineyard Sound: steamers Wm Lawrence, Howes, Norfolk: Geo Appold, Loveland, Baltimore. Below, ships Matchless, from Holio; Western Chief, from Singapore; brig Aristos, from Surinam, and to schra, bound in. Brig Ella, from Barbados, is still below. Cleared—ship Sooloo, Shatswell, Cape Town, CGH; bark Orchilla, Havener, Matanzas; schrs Benj Corrency, Baker, Galveston; Enos S Phillips, Baker, Charles-

BALTIMORE, Feb II—Cleared, schr Jennie M murphy, Murphy, Barbados.

12th—Arrived steamers Vindicator, Martin, New York:
Octorora, do: barks Elien Stevens, Brown, Cardenas;
Daniel Braper, Rogers, savannah: L H De Veber (Br),
Wright, do; brig Aino (Rus), Wirph, Londonderry, schr
Ethan Alien, Blake, Cardenas, Below, schr Chimo,
Lansil, from Wilmington, NC.
Cleared—steamers Win Crane, Howes, Boston; Martha
Stevens, Chance, New York; bark Johann Ludwig (Ger).
Holies, Cork or Falmouth for orders; schr Seud, New
Haven.
Salied—Barks Usko, Queenstown; Herzog, Ernst, Rotterdam; brigs Marv, Cork: Fdith Hall, St Pierre, Mart;
schrs Hattle McG, Buck, Bucksville, S C; H T Townsend,
Savannah. BALTIMORE, Feb 11-Cleared, schr Jennie M Murphy New York (and was at anchor on Frudeacc island Axichith), CHARLESTON, Feb 9-Arrived, schrs Trott King, Bradiord, New York; Gertrude Flummer, Hall (not Flummer), Feifast. 12th-Arrived, steamer Equator, Philadelphia; bark Gna (Nor), Jensen, Bunkirk.
Sailed-Steamsnip Mercedita, Marshman, Boston; barks Sheiburne (Br., Eiric, Liverpool; Celeste (Br., Wright, Havre; brig Water Witch, Knight (from Turks Islands), Baltunore; schrs W H Pnare, Edwards (from Maracaibo), New York, both having repaired; Old Chad, McClintock, West Indies; Le & M Keed, S ecliman, Georgetown, SC, Cleared-Steamship South Carolina, Beckett, New York. York. FORTRESS MONROE, Feb 12-Arrived, brig Pepita FORTRESS MONROE. Feb 12—Arrived, brig Pepita (Sw.), Pahseon, &to Janetro.
Passed out—ship Duisberg, for Rotterdam; barks Skjold for Cork: Liburna, for do: Vixen, for Penarth Roads; Augrald, for Newry; Fanchon, for Queenstown; Metzola, for Cork: Ottavia, for Glasgow; Hedwig, for Bremen: Sedmi Dubrovack, for Cork; Elterton, for the West Indies; Generosa, for Europe; May Queen, for Fensacota; Tarrent, for the West Indies; schrs C S Bushnell, for Genoa; W & Drury, or the West Indies. In the Roads, the Coast Survey schr Palinverus, for Chasleston. FALL RIVER, Feb 11-Arrived, schr Joe Carleton, Cooper Camden Me.
GALVESTON. Feb 6-Arrived, ship Southern Chief,
Higgins. Key West.
Salied—chr Wyoming, Foss, Indianola, to load for Salied—car wyoming, ross, indianois, to load for New York. 7th—Arrived, ship Clara Kiliam (Br), Sproul, St Tho-mas via Southwest Pass; schr Robt Ruff, Routen, New The Arrived west Pass; schr Robt Bun, Sond Flori M. Oricans.
Cleared—Barks Seaman (Br), Treadwell, and Flori M. Huribut, Taibut, Liverpool: Agnes, Barrett, Fleetwood, E; schr Annie Virden, Barton, New York, Erichsen, Liver-lith—Arrived, bark Wild Hunter (Br), Erichsen, Liverpool; Hth—Arrived, bark Wild Hunter (Br), Erichsen, Liverpool.
Cleared—Bark Minnie Carvill (Br), Moyter, Liverpool;
brig Wanogene (Br), Loivering, Bremen; schr Albert W
Smith, Frovidence,
Gto-NGE-IOWN, SC, Feb 6—Sailed, schrs E V Glover,
Ingersoll, New York; Julia R Floyd, Wiley, do.
kEY WEST, Feb II—Arrived, steamship City of Waco,
Bolger, New York for Galveston (and proceeded 12th).
MOSQUITO INLET, Fia, Jan 27—Arrived, schrs Rhoda.
B Taylor, Gardner, Charleston; 29th, Horstio Nichols,
Dupuy, New York; 30th, Jas Jones, Tilton, do.
NEW ORLEANS, Feb 8—Arrived up, steamships Gen
Mende, Sanpson, New York; Geo Washincton, Whitehurst, do; Koin (Ger), Ringk, Bremen via Havre, southamston and Havana.
12th—Cleared, steamship Yazoo, Barrett, Philat, phia;
ships stowell Brown (Br), Lowther, Liverpool; sarthaships stowell Brown (Br.), Lowther, Liverpool; farthat (Nor), Zachariasen, Rotterdam; Bolivia (Br.), Murphy, Santander; schr C & Morrison, Smith, New York.
Satied from the Passes, steamship City of Houston; barks Aurora, and Westiold.
NORFOLK, Feb 10—Arrived, schrs Stephen Morgan, Smith, New York; Ripple, Brown, do.
NEW BEDFORD, Feb 11—Sailed, schr Henry A Taber, Benson, Belfast, Me. NEW BEDFORD, Feb II—sailed, soft Henry A Taber, Benson, Belfast, Me. NEWPORT, Feb 10, PM—Arrived, schrs Yaiestle, Dodge; Fred Tyler, Tyrrell, and Idaho, Jameso, Frovidence for New York. Ith, AM—in port schrs Chancellor, Ferguson, f. New York; L. Holway, Bryant, for do; and the above arrivals. dence for New York.

11th, Am—In port schrs Chancellor, Ferguson, f, New York; L Holway, Bryant, for do; and the above arrivals.

NEW LONDON, Feb 11—Arrived, schrs Georgie D Ludd Boston for New York; Florence Mayo, do for do; see Pierce, Salem for do.

PENSAGULA, Feb 9—Arrived, bark Tiger (Ger), Worm, Havans.

Cleared—Ship Monarch (Br), Conor, Bristol; bark Argonaut (Nor), Olsen, Lisbon; schr Jonnie Spear, Spear, New York.

PHILADELPHIA, Feb 12—Arrived, steamships Ashland, Hunter, Charleston; C W Lord, Colton, Savannah; Alhance, Carr, Richmond (and cleared); barks Madre Chiozza (Itali, Geroiame, siarsellies; Fekin (Br), Southerland, Bellast, 1; brig Nagua, Minday, Sagua; schrs Geo Walker, Cabe, Mathizas; J Ricardo Jova, Little, Clearfuegos; M G Collins, Endicott, Turks Islands.

Cleared—Stenmer Leopard, Albertson, Boston; brig James Davis, Partridge, Matanzas; after Goulana, Parker, Hayana; Hamburg, Westout, Washington; Lucy Wright, Ely, New Amburg, Willish, Steamers Aries, and Centipede, Proston; schrs David Nichols, for Wimington, NC; Olhas Platt, for Matanzas; J T Alburger, for Demerara; J M Filepatrick, for savannah.

POKTLAND, Feb 10—Cleared, schrs Albert Clarence, Grawes, Norfolk, Va; Fellie F Sawyer, McFarland, Hardswell, to finish disg.

PROVIDENCE, Feb 11—Arrived, schrs Galatea, Gale, and Thetis, Waiden, New York, Below, at anchor off Warwick Neck, a immer laden schr.

San Francisco, Feb 10—Arrived, schrs Galatea, Gale, and Thetis, Waiden, New York, Below, at anchor off Warwick Neck, a immer laden schr.

San Francisco, Schrs Chemmodore, Gilmore, Nanamo; bark Nabob, Featherstone, Astoria.

Pit back Feb II, ship Quorn (Br), Murphy, for Queenstown (see Disasters.

Saled—Ship Commodore, Gilmore, Nanamo; ba Sailed from Bristol Feb II, bark Frey (Nor), for New Taugier.

In port—Schr Abbie Pitman, Lombard, for Portland, read Errset, Feb II—Arrived, sohr Cynthia Jane, Gard-ner. Elizabethport via Providence.

VINEYARU HAVEN, Feb 9—Arrived, schrs William D Marvel, Boston for Baitimore; Ellen Fressy, Portland for New York.

Schied—Schrs William D Marvel, Ellen Pressy, Joc Carleton, Comet, Eastport for New York.

Salied—Schrs William D Marvel, Ellen Pressy, Joc Carleton, Comet, East patt of New York.

Gange, Florence Mayo, Robert Ripley, City of Chelsea, Empress, and HS Rowe.

Ilth—Arrived, U S steamer Hamilton, Barr, cruising; Empress, and HS Rowe.

Alth—Arrived, U S steamer Hamilton, Barr, cruising; Carried, Salied—schrs Cayenne, Keene, st Martins for Boston; Artie, Garwood, New York for do: G M Wentworth, do for Carleis; Leonard Burnbam, Seasport for Baltimore; Timothy Field, Santa Cruz for Boston.

Salied—sark Success (Nof), Schrs Carrie L Hix, Monticello, Bairic, E Arcularius, M E Graham, F Nickerson, Woses Williamson, Susannah J Maxfield, Johnnie Meserve (f), Adria (Br), is G Bird, Giwer Ames, Cayenne, Trade Wild and Timothy Field.

Inth—Arrived, sohr Emma & Fox, Philadelphia for Portland.

Salied—Schr Artie Garwood.

WILMINGTON, Feb II—Salled, schr E S Powell, Williams, New York.

Arrived 10th, Dark August (Ger), Schauer, London; schr Sophia Hanson, Miller, Guantanamo.

MISCELLAANEOUS, Taurier.
In port-Schr Abbie Pitman, Lombard, for Portland,

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